

CLASSIFICATION RESTRICTED
 SECURITY INFORMATION
 CENTRAL INTELLIGENCE AGENCY
 INFORMATION FROM
 FOREIGN DOCUMENTS OR RADIO BROADCASTS

REPORT

STAT

CD NO.

COUNTRY China
 SUBJECT Transportation - Railway
 HOW PUBLISHED Daily newspaper
 WHERE PUBLISHED Hankow
 DATE PUBLISHED 18 Jan, 14 Feb 1952
 LANGUAGE Chinese

DATE OF INFORMATION 1952

DATE DIST. 17 May 1952

NO. OF PAGES 2

SUPPLEMENT TO REPORT NO.

THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES WITHIN THE MEANING OF ESPIONAGE ACT 50 U. S. C. 31 AND 32, AS AMENDED. ITS TRANSMISSION OR THE REVELATION OF ITS CONTENTS IN ANY MANNER TO AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. REPRODUCTION OF THIS FORM IS PROHIBITED.

THIS IS UNVALUATED INFORMATION

SOURCE Ch'ang-chiang Jih-pao.

AIM AT COMPLETION OF CH'ENG-TU--CHUNGKING RR
BY 1 AUGUST 1952 WITH AID OF SOVIET ADVISORS

100,000 CIVILIANS WORK ON RR -- Hankow, Ch'ang-chiang Jih-pao, 18 Jan 52

Chungking, 14 January (Hsin-hua) -- The following information concerning progress in the construction of the Ch'eng-tu--Chungking Railway were contained in a letter from the railway workers conveying New Year's greetings to Mao Tse-tung:

The latest types of locomotives and cars, being built at the railway shops in T'ang-shan, Hopei, and other places, are now being transported to Chungking for use on this railway when it is finished by 1 August 1952.

One hundred thousand civilian laborers have been at work on this project for a year and a half. They have completed 299 kilometers of the line to Yin-shan-chen, a point some distance beyond Nei-chiang, which was the goal for 1951. The grading of the roadbed is finished most of the way to Ch'eng-tu, but 1,393 meters of bridges, 1,145 meters of tunnels, and 64 aqueducts still have to be built. While most of the workers will be dispersed before long to return to their farms, 8,000 men are being retained for operation and maintenance work.

SOVIET ADVISORS AID CONSTRUCTION OF RR -- Hankow, Ch'ang-chiang Jih-pao, 14 Feb 52

Chungking, 11 February (Hsin-hua) -- The help of Soviet technical advisors has been used more systematically on the Ch'eng--tu--Chungking Railway than on any other line in the country, with the result that it has been built better, quicker, and more economically than any other. The names of two of the Soviet advisors are Chakant'yev and Zhilin [both names are approximation from Chinese].

Their advice has been proffered and accepted in connection with all phases of the work -- roadbeds, bridges, tunnels, track, operation, and maintenance.

- 1 -

CLASSIFICATION RESTRICTED

STATE	<input checked="" type="checkbox"/> NAVY	<input checked="" type="checkbox"/> NSRB	DISTRIBUTION									
ARMY	<input checked="" type="checkbox"/> AIR	<input checked="" type="checkbox"/> FBI										

RESTRICTED

STAT

The government issued instructions that this line was to be substantial and durable. Accordingly, the fill for the roadbed was dumped in layers 3/10 meters thick and thoroughly tamped between layers, so that tracks could be laid without the delay of waiting a year or more for natural settlement. Since water is the enemy of railways, drainage ditches, culverts, tunnels, and bridge abutments were made extra large and were well protected from the erosive action of water.

For the sake of economy, stone masonry bridges, instead of steel bridges, were widely used, except for a few of the largest, such as that over the T'io Chiang, not far from Nei-chiang. The whole line has involved about 30 million cubic meters of earth and stone work, most of which has now been completed.

- E N D -

- 2 -

RESTRICTED